

Standard Model
\$850 F.O.B.
Detroit

Fully equipped with top, windshield, generator, side curtains, 5 lamps, horn, tools and tire repair kit, long stroke motor, 3 speeds, inclosed valves, Bosch magneto.

THE English-type body, used on the R-C-H exclusively among popular-priced cars, is admitted to be the most artistic body construction which the industry has developed. It is a much-admired feature on cars of quality abroad, and a few of the very highest-priced American cars have recently adopted it.

Write, telephone or call on nearest dealer.

R-C-H

"Twenty-Five"

5-Passenger Touring Car
110 Inch Wheelbase

Model EE
\$900 F.O.B.
Detroit

Equipped with 32x3 1/2 tires, demountable and quick detachable rims, extra rim, Bosch magneto, gas tank, windshield, lamps, horn, tools and kit; and the famous Jiffy Curtains, which can be adjusted in an instant and make the car entirely weatherproof. Long-stroke motor, three speeds, inclosed valves.

Standard Model, \$700 f. o. b. Detroit. Same specifications and equipment as Standard and Touring Car, except that wheelbase is 88 inches.

R-C-H "Twenty-five" English Body Roadster

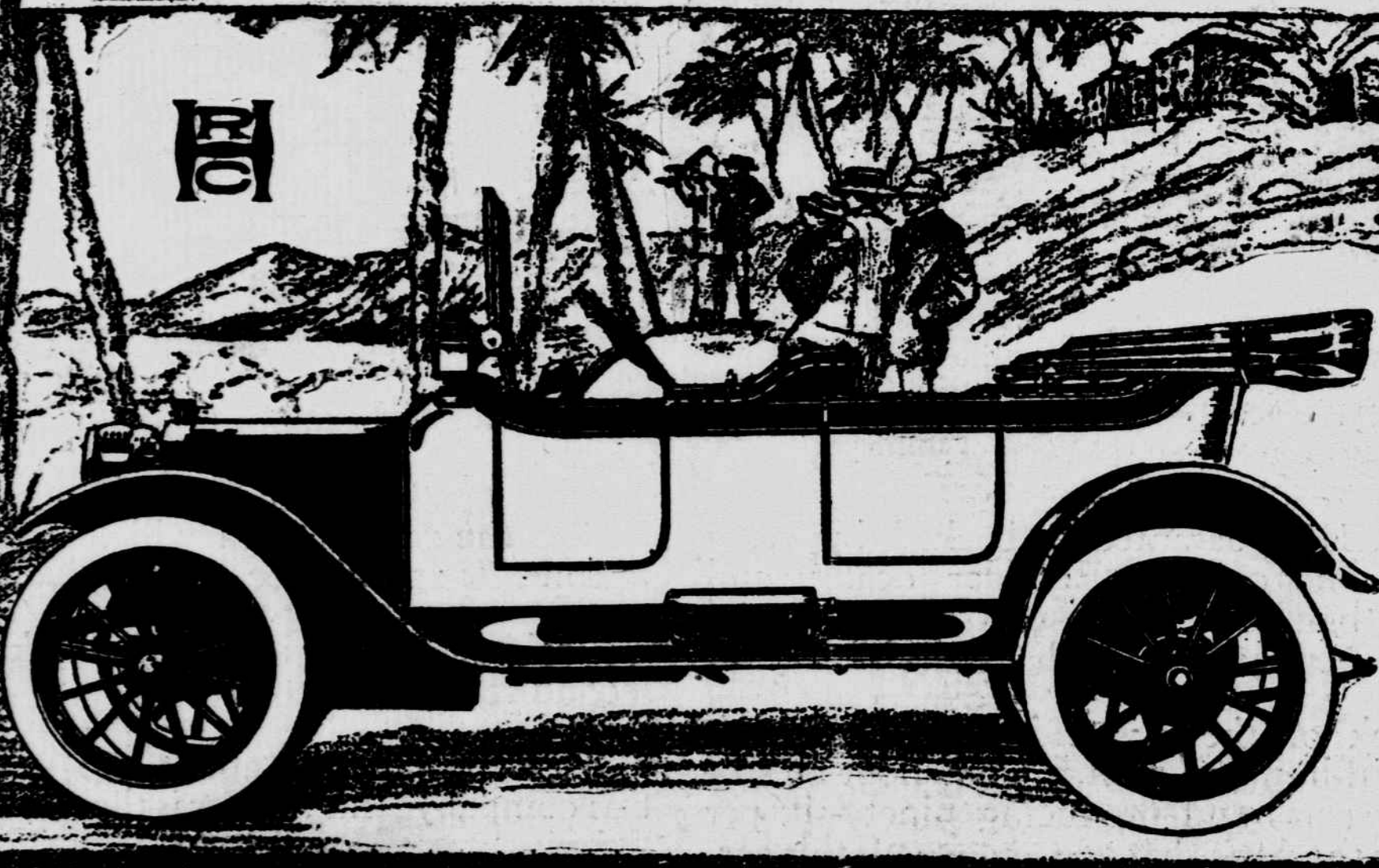
A comfortable, roomy roadster body, easy to handle, even in the narrowest roads, and with exceptional pulling power.

Model EE \$750 f. o. b. Detroit. Same specifications and equipment as Model EE Touring Car, except that wheelbase is 88 inches.

General R-C-H Specifications.

Motor—4 cylinders, cast on block—34-inch bore, 5-inch stroke. Two bearing crank shaft. Timing gears and valves inclosed. Three-point suspension. Drive—Left Side. Irreversible worm gear. 16-inch wheel. Control—Center Lever operated through H plate, integral with universal joint housing just below. Springs—Front, semi-elliptic; rear, full elliptic and mounted on axle seats. Frame—Press steel channel. Axles—Front, I-Beam drop-forged; rear, semi-floating type. Body—English type, extra wide seats. Wheelbase—110 inches. Full equipment quoted above.

R-C-H CORPORATION, Detroit, Michigan
Telephone N. 1942 EARL & ALLEN, 1214 18th St.



40 years building
the Tough White Tread

Long before there were any rubber-tired vehicles, we were learning about rubber—how to add durability, yet retain the elasticity of the pure gum. When the automobile arrived, this experience made Goodrich Tires—

The Original American Clinchers,

the standard of value, because they were "made of real rubber"—and made right. Experience, also, led us to adopt, from the first, the right method of construction—the mileage-producing tire—Integrally Molded—Wearing as a unit

GOODRICH
TIRES

Last of all, over 30 years of experience was responsible for the first really tough tread, on a pneumatic automobile tire—the justly Famous White Tough Tread—the most durable form of rubber known, made inseparable with the tire, so that it cannot peel, part or come loose.

Like the Sole of a Good Shoe the White Tough Tread stays on, wears slowly and protects the "upper" or flexible part from injury and contact with the "travel on their uppers."

Goodrich Service is a "Good Will Service." One hundred supply stations furnish all styles to fit all rims—and take care of the user after sale.

Which will you have this year: Pleasurable Mileage, from tires that started right and are right, together with generous service, or—"just tires?"



Washington Tire Depot, 1702 14th Street N.W.

Maxwell Special, Columbia Silent Knight
\$500 to \$5,000.
UNITED MOTOR WASHINGTON CO.,
N. 4434, 1321-23 14th N.W.

5-passenger Franklin Touring Car, good condition, Bosch magneto, \$500.
Maxwell Messenger, good condition, \$250.
Paige Roadster, two-cycle, fully equipped, 2 separate ignition systems, \$500.

The Selby Company,
Tel. N. 2740, 1610 O St. N.W.

EVERITT
Self-Starting—Three Models, \$1,200, \$1,500, \$1,800.
W. P. BARNHART & CO.,
Tel. N. 2080, 1610 14th St. N.W.

RAMBLER MITCHELL
\$1,600 to \$2,500.
FOURS and SIXES.
H. B. LEARY, JR., AGENT,
Tel. N. 240, 2217 14th St. N.W.

POTOMAC MOTOR CAR CO.,
Tel. N. 200, 1215 Conn. Ave.

Stevens-Duryea
NEW YORK, May 11.—Theodore P. Shonts, president of the Interborough Rapid Transit Company, announced today that the wages of a number of subway and elevated employees would be increased. An increase of ten cents a day for employees of all grades in the service two years goes into effect at once. The increase will aggregate \$200,000 for the first year.

T. LAMAR JACKSON,
COR. 14th AND R.N.W.

"The Easiest Riding Car in the World."
POTOMAC MOTOR CAR CO.,
Tel. N. 200, 1215 Conn. Ave.

Transit Company Increases Wages.
NEW YORK, May 11.—Theodore P. Shonts, president of the Interborough Rapid Transit Company, announced today that the wages of a number of subway and elevated employees would be increased. An increase of ten cents a day for employees of all grades in the service two years goes into effect at once. The increase will aggregate \$200,000 for the first year.

Motoring

BY HOWARD S. FISK.

CARRYING with it more than \$50,000 in cash prizes for the winners, the second annual 500-mile international sweepstakes race will be started at 10 o'clock the morning of Memorial day, May 30, with twenty-seven speedy racing cars as contenders for the victory. This number entered the race before the closing of the entries at midnight May 1. Manning the cars are almost all of the famous racing pilots in America, and several who have international reputations for prowess at the wheel. Taken throughout, the field of starters in this long grind is the classiest that ever has been brought together in one contest.

Last year there were more entries, but only the fastest cars have been entered for the second race, and the terrific speed and endurance demands in the grueling fray were too great for many to tackle again. With about one exception all of the cars this time were among the fastest in the first 500-mile race, which furnished the most spectacular contest ever witnessed in motoring annals. It is believed that the average speed will be as high as seventy-nine miles per hour. The last race brought out an average of 74.6 miles for the five-century distance.

Almost without exception the pilots who are practicing for the race believe that the new record will equal that established for 300 miles on the road at Santa Monica. Some have ventured the opinion that eighty miles per hour will be necessary for the winning car. Last year the drivers were correct in their estimate of speed, most of them saying that seventy-four or seventy-five miles per hour would be the result.

Despite the fact that the eliminating speed was set at seventy-five miles per hour for one full lap of the track, most of the motors which have been specially built for the race carry from 100 to 120 miles per hour beneath their hoods. This great speed capacity is provided because the requirements of the race may make it necessary to have it at times, and sufficient power must be held in reserve so that the motors will not be strained in maintaining an average of about eighty miles.

There is hardly a pilot named for the race who has not a national and in many cases an international reputation. The list in part shows: "Wild Bob" Burman, the speed king; Teddy Tetzlaff, winner of the Santa Monica race, and holder of the world's road record; and Ralph Mulford, winner of the 1911 Vanderbilt cup race. The others are just as notable, for there are Louis Disbrow, driver of the 200-horsepower Jay-Bee car which recently set new mile track records for five, ten and fifteen miles; Howard Wilcox, holder of the straightaway stock car record; Hughie Hughes, the English pilot, who won the Savannah challenge race in 1911, and Len Zengel, who won the 1911 Elgin national stock chassis road race. Several drivers have not been named, but it is reported that David Brown, winner of the 1911 Grand Prize race, will be named to drive one of the fast American cars in the race.

Despite the fact that between 90,000 and 100,000 persons saw the last contest, it is said that the crowd this year will be even greater. The advance sale of seats indicates that the crowd from outside of Indianapolis will be fully 50 per cent greater than before. More than forty special trains are to be run to Indianapolis from many far-away cities, and six motor club tours will be run to the Speedway, one of them coming from Denver.

The list of entries for the big race includes the following:

No. Car. Driver.

1. Stutz. Zengel.

2. Stutz. Anderson.

3. Flat. Tetzlaff.

4. Mercedes. De Palma.

5. Case. Disbrow.

6. Case. Herick.

7. Mercedes. Wilcox.

8. National. Her.

9. Lexington. Knight.

10. Simplex. Fisher.

11. White. Barnard.

12. Cutting. Lira.

13. Firstone-Columbus. Mulford.

14. Marquette-Buck. Hughes.

15. Schacht. Radford.

16. Knox. Mulford.

17. Marquette. Lira.

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31. Marquette. Lira.

Billy Knipper will act as relief driver for Gill Anderson and Len Zengel on the Stutz cars; Caleb Bragg for Teddy Tetzlaff; the Flat; Eddie Hearne for Louis Disbrow and Harvey Herick of the Case team, and Rickenbacher for Frayer, in the Firstone-Columbus. These are the only relief drivers who have been named up to last night.

H. A. Worman, formerly advertising manager of the National Carbon Company, Cleveland, became associated in the same capacity May 1 with the Baker Motor Vehicle Company of Cleveland, and Rickenbacher for Frayer, in the Firstone-Columbus. These are the only relief drivers who have been named up to last night.

Mr. and Mrs. A. Stewart and Mrs. A. W. Gregory accompanied Frank G. Stewart last Sunday on a trip to the Gettysburg battlefield in his Reo touring car. The party left Saturday afternoon, spending Sunday on the field. The return trip was made Sunday evening. Mr. Stewart reports the road in places between Emmitsburg and Gettysburg in an unsafe condition, owing to the repairs being made to the roadway. Contractors are engaged in building a macadamized road and the work of grading is also in progress. In order to get by some of the bad stretches it is necessary to drive off to one side of the road, which is dangerous by reason of the deep ditches on the sides. He says that at night it would be almost impossible for a motorist to pick his way, owing to the numerous washouts and bad condition of the road.

Two transcontinental motorists passed through the National Capital last week on the last leg of their journey from Los Angeles to New York city. They were Chester Lawrence and Harvey Herick, the latter a speed merchant and holder of many world's automobile records. They were engaged in a contest for a transcontinental highway between the two cities mentioned. The trip was made under the auspices of the Ocean-to-Ocean Highway Association. During their brief stay in this city they met officials of the office of public roads, Department of Agriculture and senators and representatives of several of the southern states through which the highway is being built. They covered about 3,572 miles, but the highway which is planned will require about 4,000 miles. They found the roads in bad shape on account of the severe floods in the south, while in the west they encountered the worst rains in any spring in the history of that part of the country.

Picking out individual states, each in turn, and covering them from end to end with local associations dedicated to the movement for the improvement of the public highways, is the method that is being pursued by the American Association for Highway Improvement. In its campaign to co-ordinate and crystallize the road movement in the United States, Fred S. Smith, the special representative of the American Association for Highway Improvement, has just reported to J. E. Pennacker, Jr., executive secretary of the association, that the state of Florida has been covered from end to end with local road improvement associations.

Mr. Smith has been traveling in Florida for the past twelve weeks and his results give a fair indication of what the American Association for Highway Improvement, which was formed by leading officials, railroad men, professional men and others for the purpose of establishing a clearing house for the road movement, expects to accomplish in every state in the Union. In the twelve weeks in which Mr. Smith worked in Florida he covered 2,300 miles in an automobile, traversing twenty-four counties and thirty-seven towns.

None of the representatives of the American association is of the dilettante type, and in his trip Mr. Smith never hesitated to get down off the platform from which he was speaking in order to show the farmers just how to construct certain types of road. While Mr. Smith's work is largely along the lines of organization, he actually aided in the work of connecting the good roads of one county with those of another county, bringing the whole state into closer and quicker communication. Many miles of road were actually constructed as a result of Mr. Smith's tour of the state, and he had an opportunity to witness some of the results of his own missionary work.

The representative of the American association for Highway Improvement addressed sixty meetings in the various counties, in some of which bonds have since been issued for the purpose of investing in improved public highways, which Mr. Smith assured them was the best investment on earth. The American association is now preparing for similar campaigns in Illinois, Ohio, Indiana and West Virginia. Meanwhile, Field Secretary Light is doing similar work in the western states.

Real pleasure in motoring lies in having a responsive motor with plenty of

(Continued on Sixth Page.)

A Million Tires Without a Single Rim-Cut

That is the record on our patent tire—on the Goodyear No-Rim-Cut tire.

They are used on more cars than any other tire in existence. Yet with all their use, and all their abuse, there has never been an instance of rim-cutting.

With old-type tires—with clincher tires—statistics show that 23 per cent of all ruined tires are rim-cut.

10% Oversize Saves Another 25%

No-Rim-Cut tires save 23 per cent by making rim-cutting impossible.

They save another 25 per cent by being 10 per cent over the rated size.

For 10 per cent oversize means 10 per cent more air—10 per cent added carrying capacity. And that, with the average car, adds 25 per cent to the tire mileage.

So No-Rim-Cut tires—which we control—have cut the tire bills right in two for tens of thousands of users.

Increased 500 per cent.—It has trebled in the past 12 months.

That tells the verdict of motor car owners, after testing out a million Goodyear tires.

They proved that tires which can't rim-cut—oversize tires—reduced average tire upkeep by 48 per cent. And now our capacity of 3,800 tires daily can't keep up with the calls for these tires.

Those users are not mistaken. What they have adopted you are bound to adopt when you find out what they know.

The Proof

No-Rim-Cut tires now far outsell any other tire that's made. In two years the demand has

Our 1912 Tire Book—based on 13 years of tire making—is filled with facts you should know. Ask us to mail it to you.

GOOD YEAR
AKRON, OHIO
No-Rim-Cut Tires
10% Oversize

THE GOODYEAR TIRE & RUBBER CO., Akron, Ohio

This Company has no connection whatever with any other rubber concern which uses the Goodyear name.

WASHINGTON BRANCH:

1026 Connecticut Ave.

TELEPHONE MAIN 2769.

KELLY-SPRINGFIELD Automobile Tires.



One whose Packard runabout has gone over 8,000 miles on a set of

KELLY-SPRINGFIELD AUTO TIRES

Says: "It is simply astonishing how KELLY-SPRINGFIELD Tires stand up; considering the way I drive and the rough roads I travel, they should have blown out at least 1,000 miles ago." How about your tires? Are they doing anything astonishing?

Kelly-Springfield Tire Co.'s
Washington Branch,
1730 14th Street N.W.

LATEST ENTRIES IN 500-MILE RACE AT INDIANAPOLIS SPEEDWAY ON MEMORIAL DAY

HUGHIE HUGHES

CALEB BRAGG

LEN ZENGEL

WILD BOB BURMAN

EDDIE HEARNE

GIL ANDERSON

LEN ZENGEL

EDDIE HEARNE